

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 10/06/1989

NYC87MA236A

File No. 789                      08/20/1987                      NEWBURGH, NY                      Aircraft Reg No. N951R                      Time (Local): 06:00 EDT

Make/Model: Mcdonnell Douglas / DC-8-63

Engine Make/Model: P&w / JT3D

Aircraft Damage: Substantial

Number of Engines: 4

Operating Certificate(s): Cargo; Flag Carrier/Domestic

Name of Carrier: ROSENBALM AVIATION

Type of Flight Operation: Non-scheduled; Domestic; Cargo

Reg. Flight Conducted Under: Part 121: Air Carrier

	Fatal	Serious	Minor/None
Crew	0	0	4
Pass	0	0	0

Last Depart. Point: DAYTON, OH

Destination: Same as Accident/Incident Location

Airport Proximity: On Airport/Airstrip

Airport Name: STEWART INTL

Runway Identification: 9

Runway Length/Width (Ft): 11818 / 150

Runway Surface: Asphalt

Runway Surface Condition: Dry

Condition of Light: Dawn  
Weather Info Src: Weather Observation Facility  
Basic Weather: Instrument Conditions  
Lowest Ceiling: 200 Ft. AGL, Obscured  
Visibility: 1.00 SM  
Wind Dir/Speed: Calm  
Temperature (°C): 16  
Precip/Obscuration:

Pilot-in-Command                      Age: 56

Flight Time (Hours)

Certificate(s)/Rating(s)

Airline Transport; Commercial; Multi-engine Land; Single-engine Land

Total All Aircraft: 15850

Last 90 Days: Unk/Nr

Total Make/Model: 150

Total Instrument Time: 3325

Instrument Ratings

Airplane

THE WX WAS DETERIORATING AS AIRBORNE EXPRESS FLT 124 & ROSENBALM FLT 074 WERE ON SUCCESSIVE ARRIVALS FOR AN ILS RWY 9 APCH. FLT 124 WAS CLRD FOR THE APCH & LNDD. AFTER LNDG, THE LCL CTLR (L/C) INSTRUCTED FLT 124 TO BACK TAXI ON THE RWY & RPRT WHEN CLR OF THE RWY. THE L/C ADZD BOSTON CENTER WHEN FLT 124 ARRIVED & FLT 074 WAS CLRD FOR THE ILS 9 APCH. RADAR SVC WAS TERMINATED & FLT 074 WAS INSTRUCTED TO CTC THE TOWER. FLT 074 ADZD TOWER, 'WITH YOU ON FINAL FOR 9.' THE L/C INSTRUCTED FLT 074 TO RPRT THE OUTER MARKER (OM), THEN CONTD WITH A LENGTHY TRANSMISSION (TMTN) TO THE CREW. DRG THIS TMTN, THE CREW ATMTD TO ADZ THE L/C THAT THEY WERE INSIDE THE OM. THIS TMTN WAS NOT RCVD BY THE L/C. WHEN THE L/C FINISHED TMTG, THE FLT CREW DIDN'T ATMT TO ALERT THE L/C OF THEIR PSN, NOR DID THEY RCV A LNDG CLNC. SUBSEQUENTLY, THE TWO ACFT CONVERGED AS FLT 074 WAS FLARING TO LND & FLT 124 WAS EXITING THE RWY. BOTH CREWS TRIED TO AVOID A COLLISION, BUT THE WING OF THE LNDG ACFT (FLT 074) HIT THE EMPENNAGE OF FLT 124.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DAWN
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (F) ATC CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
6. (F) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
7. (F) CREW/GROUP COORDINATION - IMPROPER - ATC PERSONNEL(LCL/GND/CLNC)
8. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
9. OBJECT - AIRCRAFT MOVING ON GROUND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.